

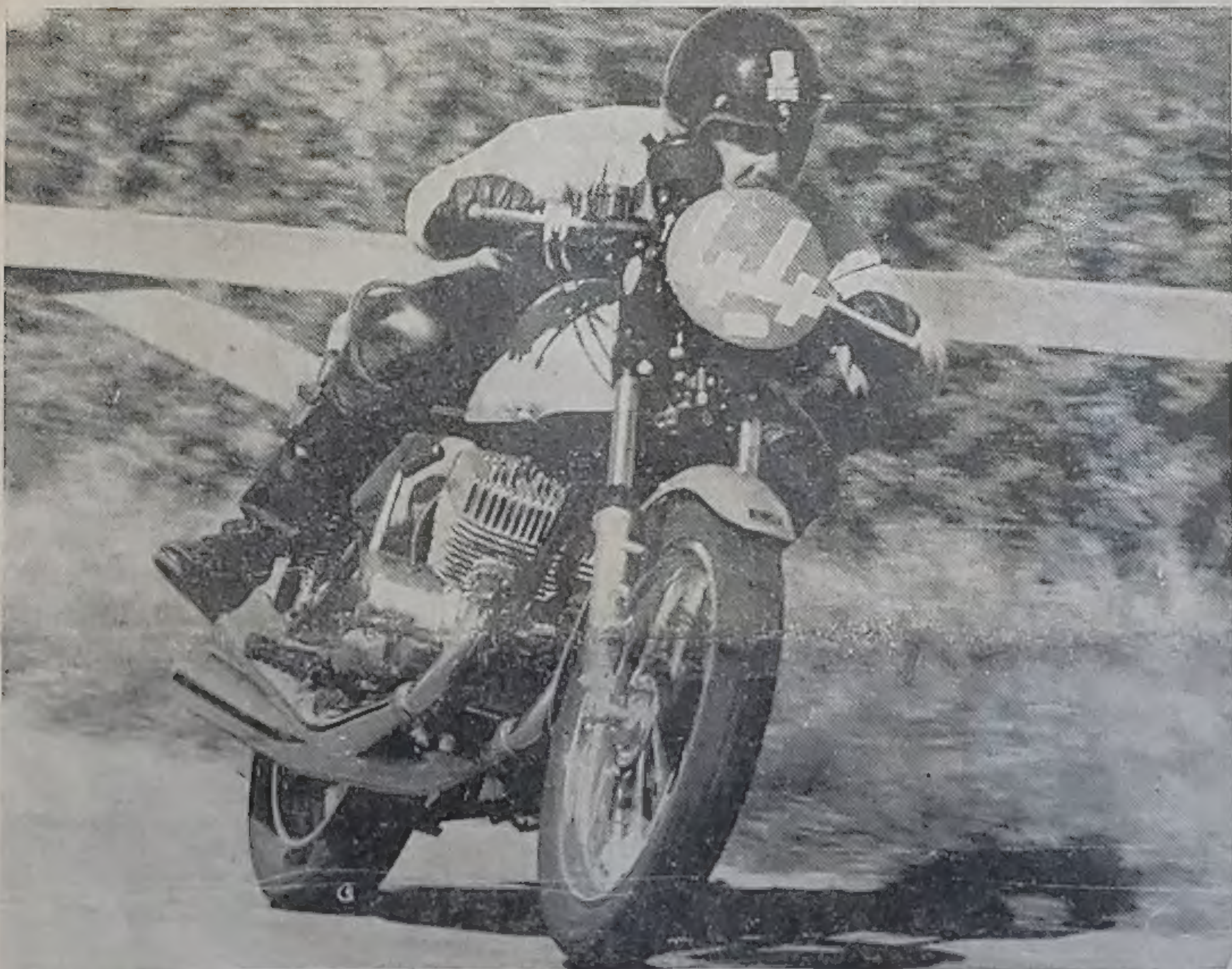
NEW ZEALAND MOTOR CYCLE NEWS

VOL. 5—NO. 14

NOVEMBER, 1972

PRICE 15c

LAST SEASONS ROAD RACERS IN ACTION



WAIMAUKU SCRAMBLE—Oct. 1st

Making good use of a weekend of Motor Cycle Racing, Allan Collison trucked his C.Z. as well as his Production Racing Bike to Auckland for some well deserved wins. The appearance of Allan Collison and Hugh Anderson promised to make the Scramble at Waimauku an exciting event for riders and spectators.

As an added attraction a Ladies Race was included in the programme and the prowess of the girls surprised everyone. The event was novel enough to draw the NZBC TV out to the track.

The predominantly sandy circuit started to deteriorate during the day and unfortunately a number of riders got off. As is common these days the Enduro Race was the best supported with surprisingly the 125 class the next best represented.

The main race — the Smith Cup, over 10 laps of the demanding course, saw Allan Collison narrowly defeat Hugh Anderson — the margin being four bike lengths. This victory was compensation no doubt for his defeat in the Hour Production at Pukekohe. As Collison has moved to Tauranga, the clashes between him and Anderson will certainly liven up Zone 4 Motor Cross Racing.

Results:

Race 1, open scratch; A. Collison (CZ400) 1, B. Pengelly, (Yamaha 250), 2, D. Muller (Suzuki 400) 3.

Race 2, 251-500 cc; Collison (CZ400) 1, D. Pearce (Yamaha 360) 2, G. Witheridge (Kawasaki 350), 3.

Race 3, 126-250cc; H. Anderson (Yamaha) 250 1; Pengelly (Yamaha 250) 2, S. Roscoe (Suzuki 250) 3.

Race 4, 0-125cc; Anderson (Yamaha 125) 1, J. Burnett (Kawasaki 125) 2, P. Laird (Honda 125) 3.

Race 5, Smith Cup; Collison (CZ400) 1, Anderson (Yamaha 250) 2, D. Naylor (Husqvarna 400) 3.



Phil Laird (No. 15 125 Honda).



Hugh Anderson (360 Yamaha).



Is unfortunately Unidentifiable (No. 49).



Mike Murphy (No. 77 125 Honda).

Fitting

Custom Motorcycles will be in full force at the Amaroo 6 hour doing a complete tyre service for all riders.

The Kiwis are looking for six of our best scramblers to compete in New Zealand in January.

At present they are offering \$100 towards each rider's expenses but this and bigger prize money is being looked into.

There are the usual problems with crossing the Tasman like paying a cash bond on a racing bike till departure etc. Those interested (to get in a holiday too) should write to Box 481, Palmerston North, New Zealand.

Rider Dies

In a tragic accident at the Paris racing circuit, British ace rider and ex-world champion Dave Simmonds lost his life in a caravan fire.

He went to Jack Findlay's van when Jack was away to rescue Jack's mother who was trapped. After freeing her he himself was trapped and perished in the flames when another portable burner exploded.

Dave won his championship in 1969 on a 125 Kawasaki and has been a leading and well respected figure on the Continental Circus for many years competing from 125 to the 500 class.

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DEATH MAY HAVE TAKEN ITS LAST T.T. RIDER

The shadow of death which clings to the misty mountain roads of the Isle of Man motor cycle circuit may have claimed its last victim.

A trail of death and injury has haunted the Isle of Man Tourist Trophy (TT) and grand prix classics for more than 60 years but now the otherwise romantic mountain circuit is itself about to engage in a battle for survival.

Since the first races in 1911 fewer than 100 riders have died on the hazardous roads of the island which lies in the Irish Sea between northern England and Ireland.

Many leading figures in the motor cycling world are now calling for an end to the carnage.

The latest pressure comes from the Italian Motor Cycling Federation which will meet in Modena, Italy, to decide if it will call for an international ban on the circuit.

Informed sources say the council is almost certain to agree to the proposal and will call for a meeting of the International Federation to consider it.

The Italian pressure is a result of the death of Italian racer Gilberto Parlotti last June during a race held in appalling weather.

The firm for which Parlotti rode, Morbidelli, and his replacement Otello Buscherini, have said they will refuse to have anything further to do with the Isle of Man circuit.

Officials of three other leading Italian firms, Benelli, Ducati, and Aermacchi also believe the Isle of Man should be banned from holding TT races.

Their view is echoed by a senior member of the federation, Mr Walter Bergonzini, who points out that several Italian circuits were banned this year because they were considered too dangerous.

"We have to remember that the Tourist Trophy has always been dangerous but

today it is more so because speeds have gone up considerably," Mr Bergonzini said.

The central figure in moves to ban the Isle of Man circuit is 10 times world champion Giacomo Agostini, who was a close friend of Parlotti. Agostini and the all-conquering MV-Agusta firm consider the twisting 37.75 mile mountain circuit is unacceptably hazardous particularly in the wet.

After Parlotti's death Agostini described the steep snaking circuit as "one of the most dangerous in Europe" and said he intended to have a clause written into his contract next year exempting him from any commitment to ride on the island.

Agostini is not the only leading rider to announce boycott plans for next year's TT series.

Another world champion, Britain's Phil Read, has said he will never race there again and like Agostini has come in for criticism from hardcore fans who claim he is "soft".

Read went so far as to complain to the Duke of Edinburgh, the patron of the TT races, about the dangers of the mountain circuit.

He also sent a similar letter of complaint about the "killer circuit" to former Home Secretary Reginald Maudling.

But the mountain circuit is not without support in British motor cycling.

Mr Ken Shierson, secretary of the British Autocycle Union, said recently, "I feel the riders are exaggerating the dangers."

"On the basis of miles covered in practice and racing I would think it compares very favourably on safety with any racing circuit in the world."

Apart from the nature of the circuit the main hazards are the stone walls and buildings on almost every corner against which there is little protection.

Letters to the Editor

Dear Sir,

As you may already know myself, Ron Grant (Suz), Don Emde (H.Dav.) are leaving the States on November 21st to compete in a four race series in Australia, Oran Park 26th Nov., Calder 3rd Dec., Adelaide 10th Dec., and Perth on the 17th December.

After the above commitments are completed I would like to come to New Zealand to race there starting, I believe, with Wanganui on the 26th December through to Teretonga on the 28th January. I have two problems, firstly I have no idea of names and addresses of any of the New Zealand organisers, and even if I did, time is so short that I would be unable to contact them in time to negotiate any appearance arrangements. I wonder could you perhaps help with this matter, I have written to Laurie Summers and Ginger Molloy with a similar request but I'm sure a little call from the press wouldn't hurt! My second problem is to find a sponsor to bring me out from Australia to N.Z. and support myself and machine through the N.Z. series. Again I have asked Mr Summers about this, but I know that he is pretty well committed with his own team. I was wondering if you had connections perhaps outside the motor-cycle industry that might be willing to help, petrol companies, cigarette companies (I smoke 40 Rothmans a day!) and the like. My return and the bikes U.S. to Aussie fares are covered by the Australian deal, so I don't think I'd need a fortune.

I hope you don't mind me approaching you on these matters, but time was short and your paper's address was the only one I could locate. I hope by now also that the New Zealand fans have seen the Ontario reports — biggest disappointment I've ever had. I'm sure I'm riding better than ever and feel I could give good value for money.

I look forward to hearing from you — preferably express mail — and I thank you in anticipation.

Yours sincerely,
Cliff Carr
131 Lake St.,
Brisbane,
California 94005,
U.S.A.

Dear Sir,

I enclose \$5 for either an add, or if you wish a small article, for a project I am starting.

Briefly I am opening a large house in Ngakuta Bay as a guest house solely for motor-cyclists.

Motor cycles have been my work and hobby all my life and I will remember the suspicion with which a touring motor cyclist was regarded. I am not concerned with profit to any extent and have fixed the tariff for Bed and Breakfast with baths, showers, etc at \$2.

My house, incidentally, a former guest house, is known as Aydin House, set in a few hundred acres of farm and bush at Ngakuta Bay on the Picton-Havelock highway six miles from Picton. Usual amenities, boating, fishing, swimming etc. You have probably heard of it as the Grove Track or as it is now known Queen Charlotte Drive.

I feel this project, an idea I have long toyed with, will not only give me an interest but also be a benefit to motor cyclists.

Incidentally I still have my Matchy scrambler and a '29 Harley and a couple of 125s.

My best wishes to you with your paper. I was involved with Ted Beckett with the Christchurch N.Z. "M/cycle" and later with Doug Spenseley when he took it over and realize you have to be pretty dedicated to motor cycles to run such a paper.

Jim Philips.

IS WINNING WORTH IT?

by Dennis Burley

Over \$100,000 worth of machinery was massed in the pits recently for the Pukekohe 500.

The race-bred winner of Ginger Molloy — the 500cc Kawasaki — alone is worth \$3500.

Pre-practice troubles with the engine, cost nearly \$250. Ginger went on to take four wins, including the one-hour production race.

Over 80 miles he scorched his tyre tread off and with petrol consumption at about 20 to the gallon you may think that the pot of gold at the end is worth the time and expense.

But his prize money was a paltry \$25. Possibly he is dedicated, but what of the placemen; how do they fare?

The 500cc class winner, Eric Bone, of Mt Roskill, collected \$35 for one 1st, 3rd, and 8th place. Entry fees are \$3 and \$4 (depending in the event entered). Tyres cost \$22 to \$27 (they have not much life after one hour) and then there is fuel. It would cost approximately \$50 to win that \$35.

Manufacturers

The total prize money over 14 races was \$671. Why is it that manufacturers have not passed a few dubloons to encourage this sport? I know the image of the bikes is not enhanced when one hears of alleged cat strangulations.

If a few hundred thousand can be used to provide a sea going yacht for aspiring sailors... surely there's some one out there who can see

the value in encouraging the same valour that made fighter pilots, channelled into this battle ground of endeavour.

The Pukekohe 500 was organised by the Auckland Motor Cycle Club and drew 67 riders.

Benelli Courting Saarinen

After beating the MV Agusta of Giacomo Agostini last month on the new Benelli 'four', it looks as if Jarno Saarinen might be mounted on the Italian multi for next year. Benelli are eager to sign the young Finnish rider and as he has already voiced his displeasure about the financial arrangements with Yamaha, he might just make the switch. He will wait until Yamaha make a counter offer to the Benelli proposal and let him know what they have in store for next year (could it be a four?) and if it does not live up to what he thinks the 250cc world champion is worth, Benelli will be back on the GP scene with one of the most talented riders in Europe. Charles Mortimer has already signed for the Morbidelli team for 1973 and there is a good chance that Rod Gould will retire after the Spanish GP last month. Yamaha are going to be on the look-out for top class jockeys.

TRIUMPH GB PACKS UP RACING

Coventry, England, September 19: The works Triumph road racing team that has been the scourge of the British 750cc class, is to be discontinued. John Cooper, Ray Pickrell, Percy Tait, Tony Jeffries and part-timer Paul Smart are to give their machines back to the factory and there will be no three-cylinder Triumphs racing in Europe. The reason given by the factory is that the development that is being expended on the racers is going to be directed toward the road bike range.

Speaking for the BSA-Triumph group, Mr Will Harrison, General Sales Manager, said: "We are not saying that we are incapable of developing these machines to a point where we could continue to win races. What we are saying is that the available design and development reserve must be applied to the next generation of machines for the consumer market."

This is the end of a great era as far as big bike racing as the street-bike based racers have shown that they are capable of beating anything

around and John Cooper really shook the troops last year when he gave Italy's Giacomo Agostini a trouncing on more than one occasion. The BSA effort went by the wayside earlier this year in England and for the 'Race of the Year', John Cooper was mounted on a blue and white Triumph instead of his customary red and white BSA. This was due mainly to company policy as the machines are virtually identical and the change was all cosmetic.

On the U.S. scene, there will still be a Triumph team but there is a good chance that it will be limited to two full-time members.

Otago Club Sporting Trial

Held on Mr McLeod's property, Halfway Bush, in brilliant weather, the trial gave all competitors plenty of variety. The event held on Sunday 17th September will be the last trial for some six weeks.

Results:—

W. Veitch, Honda, 20 points lost; M. Flintoff, Honda, 27; R. Mulqueen, Honda, 60; J. Twaddle, Jawa, 63; A. Maxwell, Kawasaki, 89; M. O'Kane, Honda, 97.

Rod To Ride

Victorian rider Rod Tingate who is in England, is working for Colin Seeley as the development rider on the latest Seeley 750.

The bike is all-new with the 750 parallel twin motor having seen 75 bhp at 8,000 rpm on the test bench. It features an eight valve top half and new 360 degree crank, all of which has been designed by none other than Harry Weslake.

Yamaha

To comply with USA racing rules Yamaha are specially producing 200 of their 250 and 350 water-cooled racers so that they can enter their works machines in American AMA racing.

It is expected that the 200 bikes will be on sale in America.

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Former World Motocross Champ To Retire

The only man to win three consecutive 500cc moto-cross world championships, East German Paul Friedrichs, has decided to retire from world class moto-cross. Paul finished second in the final round of this year's title chase in Luxembourg and this moved him up to second in the series behind Roger DeCoster. This is his best placing in the world championship since his unprecedented 1966-67-68 victories.

Since Friedrichs broke onto the moto-cross scene, there hasn't been a top class East German and this is one of the reasons that the East German government has decided to withdraw its support of moto-cross. Up until now, the government has helped out young promising racers under their help for athletes programme. Friedrichs says that the main reason why young riders haven't really excelled is the lack of a good home grown moto-cross machine. The only native product is the MZ and they have concentrated on road racing and long distance endurance trials. Young riders have to rely on the rare CZs that make it into the iron curtain country and even then, the price is rather restrictive.

Friedrichs, the first man to win the 500cc title on a two-stroke, will take in the smaller events in his home-land and plans on entering the ISDT to be held in Massachusetts in 1973. What will he ride? An MZ of course.

AJS Is Only Quiet Bike

An interesting point was brought up at the British GP last week. Being that it was an international event and not subject to the British A.C.U. noise regulations. No one was too worried about the decibel readings from their moto-crossers but if it was a national, the only legal bike was an AJS. All of the Suzukis, CZs, Maicos, Montesas, etc. were above the 100 decibel mark and therefore contrary to the ACU's noise restriction ruling.

Norton

Norton sales go up and up. They have just announced that their sales in Europe have increased by a third in only twelve months.

Robert To Contest Trans-AMA

Santa Fe Springs, California, September 11: Joel Robert, the man who has won more moto-cross World Championships than any other rider, will be competing in the American Motorcycle Association's International Trans-AMA Series.

Riding the Suzuki which has taken him to his last three 250cc titles, Joel will miss the opening three races of the fall series at Cope-town, Ontario, Canada, Linnville, Ohio and St. Louis, Missouri, but will be very much in action during the rest of the races, including the "Hang Ten" United States Grand Prix at Carisbad on November 5th.

Partnering Joel should be the current 500cc World Champion, Roger de Coster and last year's United States Grand Prix winner, Sylvain Geboers. Sylvain is currently undergoing treatment for his second broken leg of the season and may miss most of the series. However, he does aim to be back to try and repeat his GP success at Carisbad if at all possible. The Carisbad race will again be televised for showing at a later date by ABC "Wide World of Sports."

Carruthers Storms 250 Combined

Talladega, Alabama, Sept. 2: Former World Racing Champion, Australia's Kel Carruthers, was probably the oldest rider in today's Expert/Junior Combined Lightweight race and was certainly the quickest. Starting from the pole position he shot into the lead and never looked like being caught. When the checkered flag dropped 76 miles later Carruthers, who is in charge of Yamaha racing development in America and now makes his home in San Diego, was a full half lap ahead of the next man, Gary Fisher, and had posted a race average of over 107 mph with his Yamaha 250.

Kel shared the front row at the start with his Yamaha teammate and protegee, Kenny Roberts, Junior Jerry Greene, Loudon and Laguna Seca winner Gary Fisher and Mel Dinesen/Team Motor Cycle Weekly rider, Don Emde.

It was this same bunch that led out from the start with Carruthers heading the pack from Roberts, Greene and Fisher while Ray Hempstead had come up from the third row to battle with Emde.

On lap one there was the first-turn spill that unfortunately now seems to be almost inevitable on these tracks such as Daytona and Talladega where the first lap is a blast around the speedbowl and then leads off into the tight infield turns.

This time it was Conrad Urbanowski who got into trouble, braking too late on his Yamaha, crossing up the front wheel and going down. With him he took out Fred Guttner and Cliff Carr while Dave Smith had to take to the dirt but stayed aboard his Don Vesco Yamaha.

Dave had earlier had an even bigger scare. He was drafting Jeff March at 150 mph on the high banks of the speedbowl when March's engine seized! Smith rammed March from the rear so hard that March's seat punched a hole in the front of Smith's fairing but amazingly neither of them crashed.

Poor Dave, however, was noticeably slower for the rest of the race. "My right wrist got real easy on the throttle after that," he said, still visibly shaken up even after the race. "I still can't believe that we stayed on, I still can't hardly believe I'm alive!"

Carr, Guttner and Urbanowski were all unhurt in their spill but the unfortunate Carr was really demoralised. This was the second time in two National races that Cliff had been wiped out on the first lap through no fault of his own. Last time was at Laguna Seca when he was brought down in the first lap after Yvon du Hamel had spilled.

Up at the front the race seemed decided by the fifth lap. Carruthers was averaging over 109 mph — the same speed at which he qualified third for the big class race!

Behind him, however, the action was still pretty torrid. Gary Fisher, Jerry Greene and Kenny Roberts were trading places for third while a little further back Don Emde was slipstreaming Ray Hempstead for fifth and sixth.

Green was the first to drop off the pace, letting Fisher and Roberts pull away from him.

At ten laps Carruthers had backed off to a comfortable 107.792 mph while the Fisher/Roberts duel still raged behind. Greene was running solo in a little pocket of free air and about a hundred yards back came the Hempstead/Emde slipstreaming battle. Behind this pair was one of the best scraps of the race . . . a four man fight between Mike Ninci, Ron Pierce, Jim Evans and Howard Lynggard . . . all on Yamahas, just like the rest of the leading bunch.

Other makes were faring badly. The Kawasaki of Gary Nixon had been running with the Pierce/Roberts/Ninci/Lynggard duel until it went out with ignition trouble and his teammate Yvon du Hamel had been even more unfortunate. His Kawasaki 350 single seized momentarily twice on the first two laps so he decided to let common-sense prevail and call it a day.

Paul Smart, third member of the Kawasaki Factory team, could not even ride at all. He races under an FIM International licence instead of an A.M.A. competition licence because of his English nationality. So, as the Lightweight is only a National class, Paul was precluded from riding. Talladega was the first time that the AMA invoked this ruling.

Back in the race at 15 laps things were just as before. Carruthers had eased off a fraction more to 107.414 mph. Fisher and Roberts were still

hard at it but Jerry Greene's Yamaha was getting visibly slower, allowing Hempstead and Emde to catch up. The four man duel between Pierce, Ninci, Evans and Lynggard had turned into a three man duel with Lynggard dropping back. Evans, Pierce and Ninci were all taking their turns at leading and it was obvious that this dog-fight as well as the Fisher/Roberts battle, was going to go right to the wire.

And so they did. At 19 laps Carruthers cruised home to an easy win at 107.146 mph and on the very last lap Fisher forced by Roberts once more to snatch second spot.

After Roberts came a surprise fourth by Mel Dinesen/Team MotorCycle Weekly rider, Don Emde. Don had sat in Ray Hempstead's draft for the whole of the race and the two of them sped by Jerry Greene on the 15th lap. Then, with less than a lap to go Emde nipped out of Hempstead's slipstream on the north banking and kept ahead to take a craftily-ridden fourth.

Greene was first Junior home in sixth spot and then Ron Pierce took seventh, finally getting the best of Ninci and Evans, who took the second Junior place on the second MCW Yamaha. A little further back, Howard Lynggard took tenth overall and third Junior placing on his Al Godin-tuned factory Yamaha.

As is usual with AMA lightweight class races, Yamahas completely dominated the finishers list. All of the machines that made it to the checkered flag were Yamahas and the first "other make" to appear in the lists was Gary Nixon's Kawasaki which quit on lap nine, going far enough to qualify Nixon for 17th place.

OFFICIAL RESULTS

- 1, Kel Carruthers (Yamaha); 2, Gary Fisher (Yamaha); 3, Ken Robert (Yamaha); 4, Don Emde (Yamaha); 5, Ray Hempstead (Yamaha); 6, Jerry Greene (Yamaha); 7, Ron Pierce (Yamaha); 8, Mike Ninci (Yamaha); 9, James Evans (Yamaha); 10, Howard Lynggard (Yamaha); 11, Dave Smith (Yamaha); 12, Doug Libby (Yamaha); 13, Jean Lysight (Yamaha); 14, Larry Bleil (Yamaha); 15, Mike Hishiki (Yamaha); 16, E. W. Hornot (Yamaha); 17, Gary Nixon (Kawasaki); 18, Johnny Lane (Yamaha); 19, Ron Muir (Yamaha); 20, Yvon du Hamel (Kawasaki).

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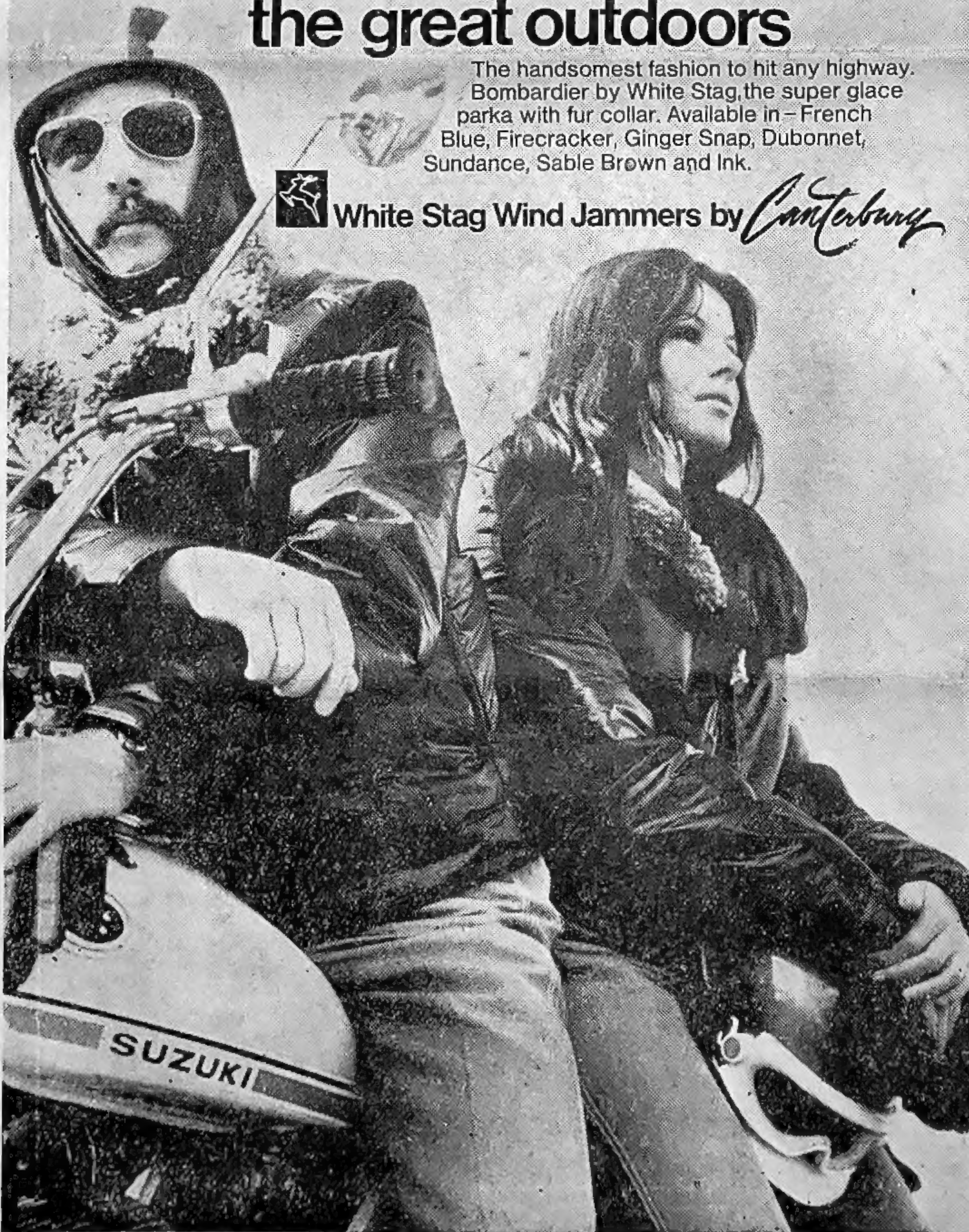
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Last Seasons Road Racing



WA 1-HOUR PRODUCTION TO LOCAL KAWASAKI

Mounted on a 750 Kawasaki, Perth road racer Kevin Cowie blasted many stars of the Eastern state in a one hour production race at Wanneroo Park (WA) track on the 1st of last month.

The race was led briefly by Brian Hindle (Honda) (lap one), John Rova (Kawasaki) (laps 2 and 3), Ron Toombs (Norton) (laps 4 and 5) and then Cowie till the eleventh lap before being headed by Brian Cartwright (Honda) for one lap only.

Cowie, showing his best form yet, soon regained the lead and was never headed again. At the conclusion of the one hour four riders ended on the same lap as the winner. They were Cartwright, Hindle, Graeme Sigely (Triumph 750) and John Rova. On 47 laps and winner of the 500 class was Bill Horsman who put in

another fantastic production ride on a 350 Yamaha, leading in local, Col Knight (Honda—4). Ron Toombs went three-quarters of the distance before retiring with clutch trouble.

The 250 class honours fell to Denny McCormack riding a Suzuki 250, who, on 45 laps, had one up on 2nd placegetter Mark Baker (also Suzuki).

In other out and out racing events he won three out of four starts. These were the A/P A grade scratch from Hindle and Horsman (Yams), the Wanneroo G.P. (over 15 laps) again from Hindle and Horsey. The other win recorded by Toombs was the 2nd heat of the TAA Lightning Championships with Hindle and Horsman again 2nd and 3rd respectively. First heat of this went to Hindle from Horsman and Toombs.

First event on the programme, which saw the whole meeting run in reverse to normal procedure, went to Yamaha mounted, Art Passells from Col Knight (Bult) and Trevor Luck (Bult). Two sidecar races were run and in the first, an A/P scratch, Eric Nicol (Tri) led home Fred Bloomfield (Tri) and Ralph Briottie (Tri). Three-wheel event number two, a handicap over 6 laps saw the same result despite Nicol being scratchman.

Stanley

Dave Stonely, the well known Victorian road racer has returned from his trip to U.K. Besides having his own 250 Yamaha to ride he is looking for a 350 Yamaha road racer and a Production bike mount from some willing sponsor!

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Kawasaki Go MX

Kawasaki are to produce 125 and 250 Motocross bikes.

The 250 to be known as the F11MS, has a piston port motor of 70 x 64mm bore and stroke to make a total capacity of 246cc. It has a five speed box, C.D.I. sparks, 34mm carb, 3.00 x 21 front wheel and 4.60 x 18 rear wheel. Claimed weight is an amazing 176 lb.

Producing 22 bhp at 10,000 rpm the little 123cc will be fast but very pipey. The 56 mm x 50 mm motor has the usual disc valve induction to put the power through the five speed box to move the 165 pound weight. Tyre sizes are 2.75 x 21 front and 3.75 x 18 rear.

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THE LATEST AND GREATEST HONDA 900-6?

With the news of the dynamic 900 Kawasaki the Honda 750 image has taken a set back. The big four is now no longer the CB750 but the stronger, cleaner and more powerful Kawasaki.

Everyone expected Honda to fight back and after much speculation it seems likely that they will exhibit the new CB 900 six at the coming Tokyo Show.

Our Japanese contact tells us that the big manufacturers (Honda, Yamaha, Suzuki and Kawasaki) are very aware of Harley Davidson's influence over the American government on import restrictions so they are being extra special careful not to tread on their toes. That is why the new Honda is not a 1000.

But it is known that Harley are in financial trouble and could go out of business, that is why Honda have been developing a 1200cc automatic shaft driven tourer to take over if the traditional American manufacturers goes by the way.

Honda are respected for their ultra quick development on a new model and the short time it has taken them to come up with this latest

machine is amazing. The capacity is 900cc and the layout is a transverse 6 cylinder SOHC with dry sump. It is expected that all the pollution controls will be included i.e. PVC non leaded fuel, quiet exhaust etc., and that the construction will be the same as their CB750 i.e. plain bearing crank, chain drive to single cam etc. Other features include a double disc front brake — it is understood that this has not been done, out of necessity but to counter the double disc of Suzuki.

The only other news out of Honda is that their 125 and 250 two stroke moto cross bikes might go on sale next year.

Benelli

Benelli are expected to release details of their 750-6 very shortly. Production is to start next year.

Ago

Agostini has bought a new car. He has disposed of his 2500 Dino to make room for a De Tomaso Pantera G.T.S. powered by a 5 litre Ford engine.

What Shape Suzuki-Wankel?

Great speculation has been going around about Suzuki's new rotary, but a prototype has been seen on the streets and although the production bike may be slightly different it is expected to have the same layout.

Two things are yet to be decided — capacity and number of chambers (cylinders). But what has been decided is to run the rotor (or rotors) to a gear drive on the primary transmission and then a chain drive to the back wheel. It will not be an in-line shaft driven machine like the German Hercules rotary we previewed last issue.

It is understood that the engineers are having more watercooling problems than was first expected. Because of this they have differed from normal Wankel engine practice in putting the exhaust and inlet ports much further apart, the carburetor is peripheral induction, using only one spark plug which is fitted behind the rotor and running the rotor the "other way round." Oil injection will be standard.

FOUR MEETINGS FOR AGO AND INTERNATIONALS

Two top British riders Ron Grant and Cliff Carr are bringing their works Suzuki and Kawasaki 750 racers to challenge Agostini's MV500 in the coming Australian series of four races.

The action begins at Oran Park on November 26th when Agostini, Grant and Carr match themselves against Kiwis Ginger Molloy (750 Kawasaki) and Geoff Perry (750 Suzuki) and Australia's best.

On December 3rd the show

moves on to Calder. That date not only sees the motorcycle spectacular join hands with the tops in car racing as the final of the Touring Car and Formula 5000 championships also are to be held at the same meeting.

South Australian fans can see them at the Adelaide raceway on December 10th.

If all the stars survive without a spill then the final appearance is at Wanneroo Park in Western Australia on December 17th.

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ADAMS SUPREME AT BARRABOOL (Vic)

Once again Gary Adams (AJS) ruled the roost on his home ground when the Sporting MCC conducted an Open Scramble at Barrabool (near Geelong) on the 1st of last month. Before a medlocre crowd he handed out defeats to Trevor Flood in four races the Over 300, A/P A and B, plus both legs of the Moto-cross event.

And once again it was the venue of a very dusty scramble which clouded out the spectacle of the days meeting on the rolling hillside track and made conditions hazardous to say the least. Flood however, did post victory twice during the day when he won the 125 and 250 events riding Bultacos.

In the 125 he had a great go with Stephen Cramer (KTM) all the way and what he lost on speed to Cramer he more than made up for with hard cornering. Taking the lead on lap three from the KTM rider he held it to the flagfall and a great effort by Cramer on the last corner failed in a cloud of dust but still saw Cramer 2nd by a mile over Murray Tainton (Yam). Tainton had got by Ray Fisher on the third and drew away to consolidate the position over the remainder of the race.

In the 250, Flood had Adams (Bultaco) also to contend with and for three laps Adams led Flood in a fore-runner of the duel to come. Flood slipped by and Adams making a great rechallenge on the fourth lap in the lower part of the twisty course fell heavily to retire completely. This left a big gap back to now second man John Kaiser (Bult) who in turn had built up a good measure on the next man Chris Ford (Husq). Ford was about the only rider who had to work overtime to hold his place to the end when Mike Landman (Yam) drew right up on him in the closing stages but despite trying

efforts never could get by.

In the rest of the major events it was to be Adams "as he liked". The A/P A and B fell to the current All-powers Australian Champion in a go to whoa win in the first clash of the day when the "big-guns" came out. In a faultless 8-lap display Adams flung the very-suited AJS around the course as he liked to win by over 10 seconds.

Flood behind tried hard to make amends but to no avail and so ran the race in a lonesome 2nd place ride. CZ exponents Karl Morlang and Jim Watson figured in a great dice after a few laps. Morlang was third runner but Watson had lost a lap and rejoined to hustle his Newport club-mate along. About the only other scrap was way back for 5th when Dennis Curran (Bult) set upon Bruce Robert (BSA) late in the piece and got by eventually to take 5th at the end. 4th was all of the way by Mick Nicol (Husq).

An Over 300 saw a pure repeat of the front-runners. Adams tore off into the lead with Flood desperately trying ever so hard behind. Nicol was in a better position this time holding third but after two laps Watson (CZ) moved by as did Morlang on the next lap when Nicol went wide on a corner. Morlang hurried up to the point of pressing Watson from about the mid-way mark on but despite even more pressure in the last had to settle for 4th only a few seconds behind Watson.

The feature over two legs, the Moto-cross event was Adams "piece of cake" in both legs, he went from a line-to-line in both. Flood was expected to fill 4th as Nicol had led him most of the way and due to machine trouble he retired at around the halfway mark. Watson followed Flood throughout and so took 4th.

Come the 2nd leg and whilst Adams was away doing his thing in the lead Flood pounded on hoping for the eventful to happen to Adams but this was never to be. Flood took 2nd alright but the Morlang filling 3rd despite a fall early in the piece filled 3rd spot and had a quicker time in the 1st leg to give him 2nd in overall placings.

As usual C graders were in an abundance and the under 250 class saw some spirited dicing from about the halfway point on. Dave Hecker (Bult), Werner Schar-smidt (Yam) and Paul Eastbrook (Maico) "mixed it" freely for a few laps till Schar-smidt moved out as leader from the other two. Hecker exited from the fray soon afterwards and left Eastbrook to battle with the leader but to no avail. There was a big gap back to 3rd being Steve Jones (Bult) who had a good measure on Doug "Oog" Gordon (Yam).

The Over 250 class for this grade went to Bernie Ryan (CZ) who was led for a very short time by Mike Parsons (Husq) till the latter retired with bike trouble in the lower parts of the track. Ryan went his winning way claiming victory by a big margin at the end of the 8 laps over Denis Lock (Greeves). Back in 3rd for practically the whole way was Lynton Gross (Yam) heading John Jennson (Yamaha) also throughout.

The Juniors race provided a good spectacle when Alan Landers (Husq) wore down initial leader Mike Landman (Yam) and claimed a win by 5 seconds. Landman was ousted from 2nd late in the race by Eastbrook (Maico) who came on strong later on. 4th the whole way was Chris Ford (Husq) while Greg Parsons pressed on to overtake a few others and end in 5th.

The same Greg Parsons took one win for his days

efforts, the Consolation. He was led for nearly a lap by Mike Parsons but a spill ended his run and the race was Greg's to the end. A good scrap eventuated for 2nd when Ron Clarke (Montesa) and Ron Grant (Bult) disputed things for most of the way but it ended in that order after four laps.

SIDECARS

With only small fields entered, Stephen Smith (Jap) had quite an easy winning day. In the 650 he was led for half a lap by Daryl Bergemeir (Yam) but once by, Smith went off in a win-as-he-liked race. Bergemeir had little trouble holding his 2nd throughout and increased it all the while over Joe Green (Tri). Green had to contend with Al Bryon (ex Van Den Ende ESO) for the later parts, but Bryon stalled on the final bend and so left Green to an easy 3rd plus allowed Graeme Treasure (Honda) to go by for 4th.

The feature 6 lapper, the Frank Pratt Memo proved to be an easy one indeed for Smith when Bergemeir retired on lap two. Treasure got by Green on the 2nd for that place with Green retiring also. In the later stages when Bryon had got up on Treasure and was pressuring him, Treasure's machine gave out under the strain and he retired. 3rd well and truly back was Col Sargent (Nort).

RESULTS

125: (4), T. Flood (Bult), S. Cramer (KTM), M. Tainton (Yam) 7.29, R. Fisher, C. Ford.

250: (6), T. Flood (Bult), J. Kaiser (Bult), C. Ford (Husq), 11.16, M. Landman, B. Gordon.

Over 300: (8), G. Adams (AJS), T. Flood (Bult), J. Watson (CZ), K. Morlang, B. Roberts.

A/P A and B: (8), G. Adams (AJS), T. Flood (Bult), K. Morlang (CZ), 14.44. M. Nicol, D. Curran.

A/P MX: 1st leg: (8), Adams (AJS), Morlang (CZ), T. Flood (Bult), 14.48. 2nd leg: (8), Adams, Flood, Morlang, 14.51. Overall: Adams, Morlang, Flood.

250 C: (8), W. Schar-smidt (Yam), P. Eastbrook (Maico), S. Jones (Bult), B. Gordon, J. Ireland.

Over 250 C: (8), B. Ryan (CZ), D. Lock (Greeves), L. Cross (Yam), 15.40. J. Jennings, D. Greer.

A/P Juniors: (4), A. Landers (Husq), P. Eastbrook (Maico), M. Landman (Yam), 7.54. C. Ford, G. Parsons.

Consol: (4), G. Parsons (Yam), R. Clarke (Montesa), R. Grant (Bult), 8.13. L. Mussett, D. Greer.

Sidcars:

650: (4), S. Smith/J. Col-ligan (JAP), D. Bergemeir/I. Awty (Yam), J. Green/H. Lamble (Tri) 7.27.

Frank Pratt Memo: (6), S. Smith (JAP), A. Bryon/P. Honey (ESO), C. Sargent/I. Sargent (Nort) 11.26.

H'cap: (3), A. Bryon (ESO), S. Smith (JAP), C. Sargent (Nort).

Ago

Giacomo Agostini has now won 13 Italian Championships to add to his 12 World Championships.

At San Remo he beat a hard riding Renzo Pasolini in the 350 and 500 races to clinch both titles.

Jack Findlay finished fourth in both races.

Turner

Kiwi Keith Turner will be out of action until after Christmas due to a necessary operation to cut away excess bone following his accident at the French G.P. earlier this year.

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RACE 3: 39th N.Z. Senior Tourist Trophy — 1st G. Molloy, Kawasaki.

RACE 4: Group B Riders' Open Invitation (Hollingsworth Cup) — 1st G. Worsley, Kawasaki 350; 2nd L. Plummer, Kawasaki 500.

RACE 5: Castrol Classic Open Invitation — 1st G. Molloy, Kawasaki.

RACE 6: 1 Hour Production Machines T.T., Open Class (in record time) — 1st G. Molloy, Kawasaki; 2nd A. Collison, Kawasaki. 100 c.c. Class — 1st E. Bone, Kawasaki.

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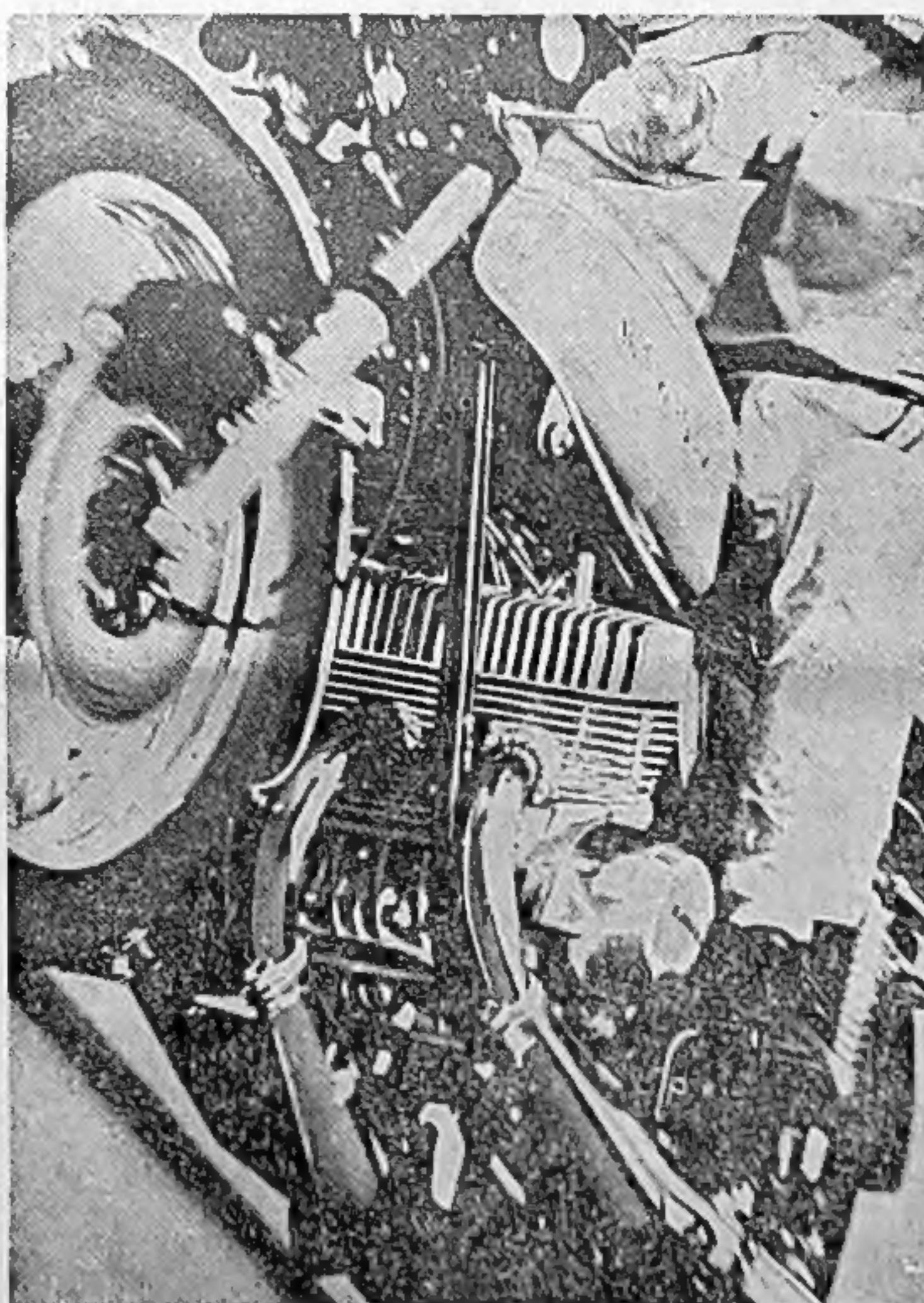
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Large Works Manufacturing Small Motor Cycles

The JAWA 50 and JAWA 90 ultra lightweight motor cycles and the Babetta moped, manufactured by Povazske strojarne at Povazska Bystrica in Slovakia, are all but a negligible part of the Czechoslovak motor cycle production. The JAWA ultra lightweights and the Babetta moped are very popular both in Czechoslovakia and in many other European and overseas countries.

The history of the Works manufacturing these machines is long and colourful. The present nature of the engineering production has its roots in the armaments factory founded in 1929. Motor cycles began to be manufactured after the end of the Second World War. The first model was the popular Manet 90. It laid the basis for the present motor cycle production. In the course of five years more than 30,000 Manet machines had been made. A wide range of engineering products had been manufactured over the years besides motor cycles. In recent times the production consists of motor cycles, anti-friction bearings, metallurgical semi-products, tools, machine tools and thermoregulators. It follows from the above that Povazske strojarne is indeed a large enterprise with a staff many thousand strong a part of whom is engaged in motor cycle production.

The motor cycle production programme at Povazske strojarne is consolidated — well-proven models, repeatedly improved, are manufactured. The best known representative of the motor cycle production of the Works is the JAWA 50 ultra lightweight, a machine since 17 years in production, its trend being steady still and likely to stay so. The small, modest, unbreakable machine enjoys great popularity with the young as well as with the older generation of motorcyclists and with lady riders in towns and in the country. Out of the original single seater JAWA 50 Pioneer the two seater version was gradually developed, the JAWA 50 now being available in three basic alternatives — JAWA 50 Scooterette, JAWA 50 Sports and JAWA 50 Mustang.

While listing motor cycles manufactured at Povazske strojarne, one cannot possibly omit scooters. The popular Manet 100, later Manet 125 and Tatran 125 constituted during 10 years a significant part of the production programme and their production came to an end quite recently. The manufacturing capacity had been used to expand the production of the other models especially of the JAWA 90.

In its way the JAWA 90 is unique among Czechoslovak motor cycles, being a motor cycle of sports character, design, styling and performance with five speed

gearbox. Its two alternatives — Roadster and Trail — are exported to many countries. Since this year the JAWA 90 is redesigned and modernised. The modifications concern the front fork, the fuel tank styling, the head lamp (larger diameter to improve lighting intensity), the cylinder head with modern more effective spreading fins which contribute to reduce mechanical noise as well.

The latest addition to the two wheeler family from Povazska Bystrica is the Babetta moped. The Babetta production is expanding fast and is to reach 70,000 units a year soon.

Series production of the ultra lightweights takes place at first separated into the individual basic models and these are finally brought together at final inspection and dispatch. Owing to the size of the Works most of the motor cycle parts are manufactured locally, little being supplied by contractors. From the first operation right to assembly the whole manufacturing process is subjected to regular and strict technical inspection. Rationalization and the latest experience in factory management is taken advantage of throughout the manufacturing process. A number of operations takes place on special single purpose machine tools manufactured by Povazske strojarne itself.

Babetta moped engines are manufactured at a reconstructed branch in nearby Rajec, the Works having been rebuilt and enlarged specially for this production. Experience made with the manufacture of the previous models is applied in the production process. In the process of manufacture of the moped engines crankshaft assemblies are checked by a special apparatus and at each of the single purpose machine tools parts are checked in measuring instruments. At the end of the engine production assembly line direct in the assembly plant the engines are run in and at the same time secondary resistances and total as well as partial noise are measured and the engines tuned to the prescribed values, including idling speed adjustment. A significant advantage of the moped engines, in particular from the point of view of adjustment and maintenance, is the patent protected transistor ignition of Povazske strojarne design and manufacture. The modern contactless ignition requires neither care or adjustment in operation. In case of trouble either a simply replaceable part is changed or the whole ignition of integral construction replaced as a unit. Assembly of the Babetta mopeds, just as the assembly and production of the other ultra lightweight motor cycle models, takes place at the mother works in Povazska Bystrica. Here, too, thorough tests of selected specimens are effected.

Besides the manufacture of ultra lightweight motor cycles and mopeds, special machines for trials and road races are made at Povazske strojarne. The sports machines serve both for exacting tests of design and for the publicity of the make. The ultra lightweights from Povazska Bystrica may not have such old tradition in the motor cycle sport as JAWA and CZ motor cycles of higher capacity classes, they have nevertheless won a number of significant successes, among them a gold medal from the last International Six Days Trial on the Isle of Man and championship points from World Championship road races. Povazske strojarne is entering this sporting season in the trials sector with greater elan if for no other reason than because the International Six Days Trial will take place this year just in Czechoslovakia. The special Tatran trials models this year give a power output of 12, 15 and 19 hp in the 75, 100 and 125cc classes.

Though motor cycle manufacture at Povazske strojarne cannot boast of a tradition comparable to that of JAWA and CZ in Bohemia, the results obtained are nevertheless more than encouraging. By 1969 the millionth motor cycle had been manufactured by the Works and motor cycle production keeps growing. The greater part of ultra lightweights, scooters and mopeds made at Povazska Bystrica can be seen on the roads of more than 80 countries on all the continents.

Has The Bandit Been Scrapped?

An interesting advertisement appeared in England's "MotorCycle News" the top weekly publication in the field. The small four-inch ad drew attention to a neat double cradle frame for special builders saying that it could take any engine from a Suzuki to a 650cc BSA. The frame, complete with swing-arm was being sold for \$60 but the interesting bit came just after this in brackets. It simply stated ex BSA Bandit. BSA-Triumph introduced their 350cc twin overhead camshaft two years ago to a flurry of good press and trade support but then when they got into financial bother last year, the Bandit and Fury were the first to get the axe. An official statement at the time said that they were only being shelved for the time being and they would be brought back as soon as BSA got back on their monetary feet. Could it be that we have seen the last of the BSA Bandit and Triumph Fury before we ever saw the first of them?

Robert, DeCoster Sign For Suzuki

Santa Fe Springs, California, September 11: Two of the Suzuki team that dominated this and last year's World Moto-Cross Championship events — Joel Robert and Roger de Coster — have signed three year contracts with the factory, beginning with the 1973 season. And the third member of the team, Sylvain Geboers, is apparently ready to sign a similar agreement although he has at present been prevented from doing so because he has been receiving hospital treatment for his recently-broken leg.

This news was released today at a time when rumours have been flying thick and fast about intended moves by the Suzuki men.

Robert, for example, was rumoured to be considering a move to Puch, Geboers was allegedly fed-up with playing second fiddle to Robert and contemplating going back to CZ while De Coster was said to have been approached by both Yamaha and Kawasaki.

Honda Wins 24 Hour

An Egli framed Honda 750 has won this year's Leige 24-hour marathon, second round in the Coupe d'Endurance. Ridden by Frenchman George Godier and Swiss Alain Geroud, the Honda won by nine laps of the Zolder, Belgium circuit. The Swiss pair of Gilbert Argo and H. Burki came out second on their standard frame Honda 750. Fritz Egli, the man who designed the winning chassis, is more famous for his work with the Vincent V-twins.

Benelli

Benelli are to field Walter Villa on a 500/4 racer in the few remaining races this season.

AGOSTINI TAKES HIS REVENGE

Norfolk, England, August 30: Since Giacomo Agostini and his 500cc MV Agusta were beaten by John Cooper and the 750cc BSA in the "Race of the Year" in September 1971, Count Corrado Agusta has forbidden Agostini to race against the big British machines. But the Count relaxed the ban for the international "Race of the Aces" at the 2.7 mile Snetterton circuit.

At first it looked as though Agostini, making his first appearance at the British circuit, would be beaten again. From the clutch-start (engines running) Paul Smart shot ahead on his works veetwin Ducati — the machine on which he won the 200-mile race at Imola in April. Peter Williams (750 Norton) and John Cooper, riding a 750cc factory Triumph and not his familiar BSA (the factory decided to race only Triumph machines and John had been told to repaint the tank and streamlining of his BSA in Triumph colours!) were in hot pursuit with Agostini in mid-field.

After three laps Williams took the lead from Smart and Cooper. Agostini was in fourth place — and catching the leaders. With a record lap at 98 mph Agostini took the lead on the 7th lap of the 10 lap event. Cooper made a last-lap effort to catch the Italian and clocked a new record lap at 99.15 mph but Agostini held on to win from Cooper with Williams third.

Smart retired two laps from the end with ignition trouble. Earlier in the day Agostini had won the 500cc race — but again he had to fight hard. The circuit was wet in places after light rain and from the start Barry Sheene took the lead on a 354cc Yamaha. Halfway through the race Agostini was only fourth and starting the last lap he was still behind Sheene and Paul Cott (354 Yamaha). But with a 500cc lap record at 96 mph Agostini passed both his rivals to win — a fine effort by the Italian maestro.

Sheene had his most successful meeting since he broke his collarbone when he crashed while practising for the Italian Grand Prix in May. Riding his works water-cooled Yamahas he won the 250cc and 350cc races after fighting off fierce challenges

by on-form Mick Grant (Yamaha) in both events.

A second race for the big bikes (in which Agostini did not compete because it was limited to over 501cc machines) turned into a great dice between Peter Williams on his factory Norton and three factory 750cc three-cylinder Triumphs ridden by John Cooper, Percy Tait and Paul Smart who had switched to a Triumph because his Ducati had failed in the earlier race. For 13 of the 20 laps Williams fought a fantastic battle against the Triumphs with only yards separating the four bikes. The Norton was equally as fast as the more sophisticated three-cylinder machines and while the Triumphs had better acceleration the lighter Norton could out-brake the "threes" into the corners.

But at the end of lap 13 Williams' machine stopped and the Triumphs stormed to a 1-2-3 victory with Cooper winning from Smart who set a new motorcycle record for the Snetterton circuit at 99.35 mph. Tait finished third and a single second covered the three of them at the end of the race.

In the sidecar class Chris Vincent won the 1000cc race on a 750cc four-cylinder Munch but in the 500cc class he was beaten into second place by Graham Milton (BMW).

The next day Paul Smart (Triumph) won the 750cc event at the international meeting at Oulton Park. He set a new lap record for the 2.75 mile circuit at 94.30 mph as he passed Ray Pickrell on the final lap. Pickrell was also Triumph mounted.

Agostini (MV Agusta) won the 500cc class but his fastest lap was only 92 mph. Peter Williams took second place on a Matchless. Agostini did not contest the big machine race at Oulton Park. Mick Grant (Yamaha) won the 350cc race and then finished second behind Rod Gould (Yamaha) in the 250cc event in which Phil Read (Yamaha), recovering from flu, was third.

Yamaha

Gary Jones has won America's Inter-AMA MX series on a 250 Yamaha.

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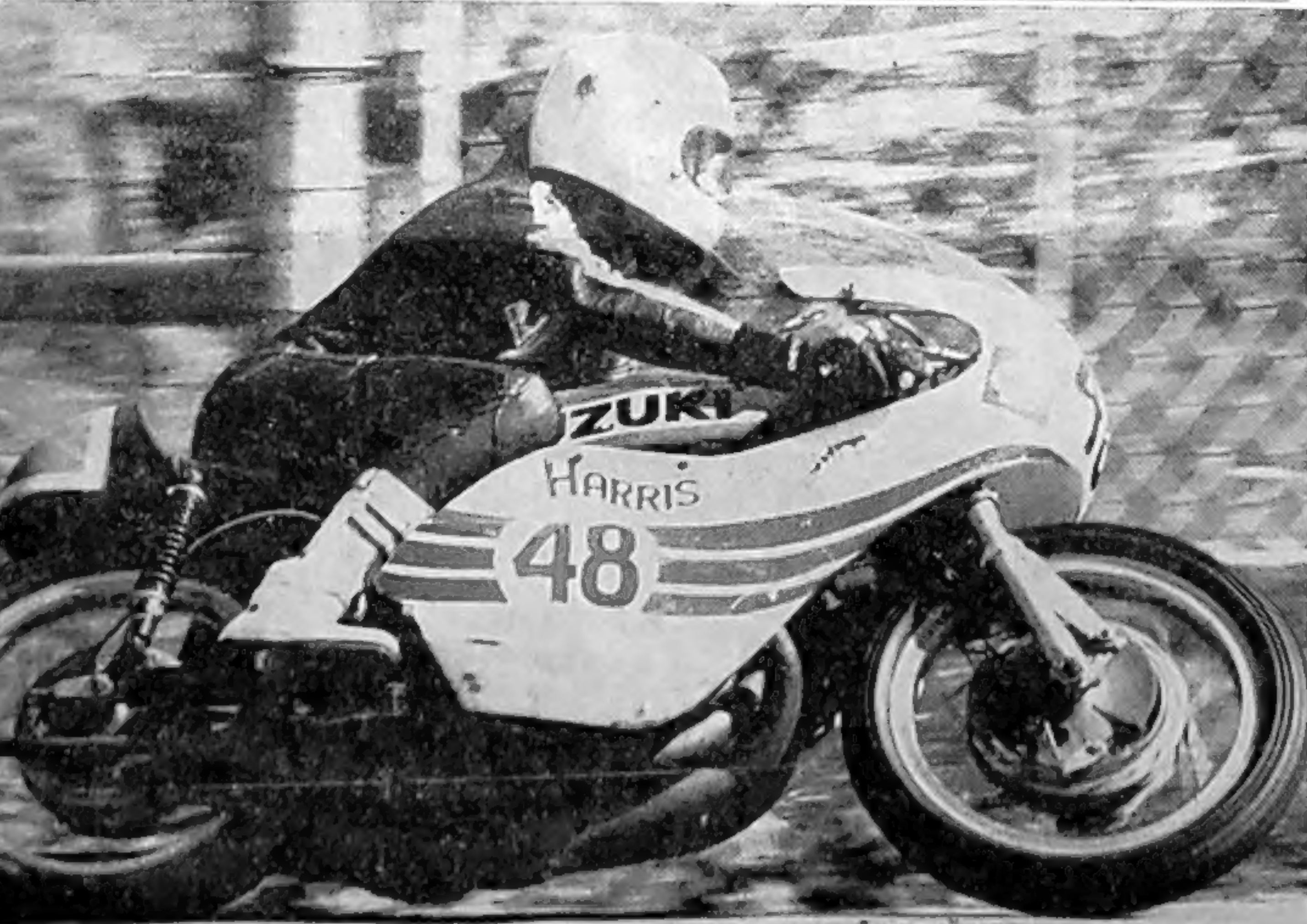
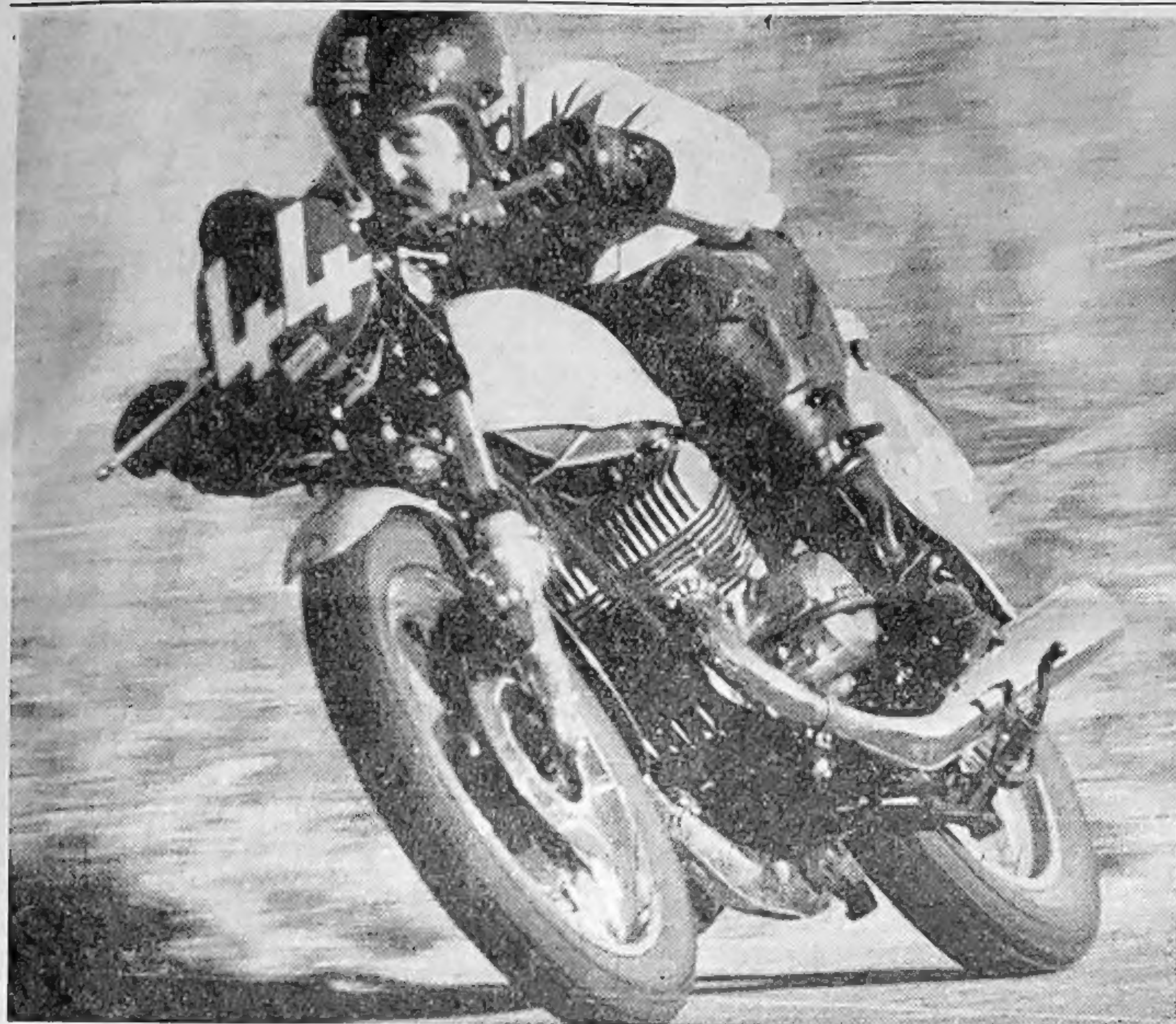
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"LET'S GET WITH IT"

By Terry O'Connor

Over the past six months there has been a disturbing increase in the number of motor cycle accidents. These accidents have killed forty riders, twice the average for any year. The main cause for the increase probably is the large number of motor cyclists coming onto the road with the upward surge in popularity of road and enduro machines.

The bulk of road riders are blokes who get a machine before getting a car. This means riders have to learn to ride and hold up a machine and also to cope with road conditions and other users. It is a big step to be given a bike capable of well over the speed limit and to know how to control this new found power. Experience, they say, is the best teacher, but we must learn from other people's mistakes because we haven't got enough time to make them all ourselves. Motor cyclists must learn from others, because they're very vulnerable to injury, even in simple crashes. Accidents occur mainly with some other vehicle or persons, or road conditions. What is essential, both on the highway and city riding is a defensive attitude to others and conditions, treating other road users as if they're going to kill you — it doesn't always happen to the other guy! So let's learn and put into practice the basis of good, safer motor cycling.

THE RIDER

A person's attitude to his (or her) riding is changeable by such things as arguments, tiredness, grog, or general worry. These things cause loss of attentiveness and reflex action. Most riders have already found out how fast things happen and the short time (if any) to correct. Nothing can probably be done regarding the mental condition except know that at certain times you must make allowances for yourself and other road users with mental hangups.

THE MACHINE

Luckily, accidents caused by machine failure, such as total loss of brakes or a seized engine, are rare. Most machines appear clean and tidy with their owners taking a pride in them. Also with the upsurge of Club activities possible dangerous conditions are often noticed by other Club men and given an early warning or advice.

PROTECTIVE CLOTHING

There is no doubt that leather clothing is the most suitable form of protection. Unfortunately a full race suit is impracticable around town, so the clothing worn depends on the individual. Avoid wearing too lightweight clothing. In summer a needlecord jean jacket is cool but provides good strength for protection around town. When touring wrap up well, as exposed flesh will cause fatigue. Boots and leather jacket, thick warm pants, heavy scarf and socks and good leather gauntlets are necessary. During the rainy season leather jackets fail as so the clothing worn depends they are inclined to soak up water. Spraying with Silicone water repellent helps, or a good application of nugget.

The best type is the new vynal jacket with welded seams and cross-over fronts with zips and click buttons. This material is the best for leggings, as water does not penetrate through the seat as other types do. Clothing is important — so "wrap up".

PROTECTIVE HELMETS

Let's face it; nobody really likes wearing them. But you've got a better chance in an accident with one. Buy a good one and get advice on fitting, otherwise they're damned uncomfortable. Don't forget heads are shaped differently, so try several brands or styles. Get a good visor. The sheet plastic types are very suitable because they store flat and are inexpensive to replace when they get scratched. It is amazing how many people ride long distances without eye cover. Their eyes weep and are red. Wear sunglasses, you'll be surprised the protection they offer and they look alright. Avoid glass ones though, as they may shatter. Helmets are important around town so "strap up".

THE ROAD AND USER

The expression, "I didn't see you", we have all heard. It's true — other road users do not see bikes. Sure some are indifferent to "bikies", but the bikes of the "Hells Angel" type are in the minority. What can we do to make ourselves seen. First of all get those headlights on early. Also during rain, mist or other conditions, ask yourself "Can I see that motor cycle coming towards me"; if in doubt "turn 'em on". In some states in U.S.A. all two wheelers are required to have headlights on at all times. In Wellington riders have been advised to do this and reports by a Club member confirm that it does help. If you travel through a dangerous intersection turn your lights on for it. Bright clothing and iridescent helmets are easy to spot. Remember to be seen is to be safer.

Yamaha 500

Yamaha are about to introduce their latest road bike, a 500 DOHC twin.

It has been developed as the smaller more compact brother to the TX750 and will no doubt play the part the CB500 does to the CB750. The differences are expected to be, the 500 has a chain driven double overhead cam, a needle roller crank, very fine finning and could use fuel injection. Dry sump lubrication and Omni-Phase crankshaft balancing will also be used and the engine is expected to rev much higher than the 750 — possibly to 9,000 rpm.

Steel rims, pollution controls, front disc and upswept exhausts will also be included in their new middleweight.

N.Z.

The New Zealand tour for English aces Vic Allan and Jimmy Stuart has now been called off due to lack of funds. Tim Gibbes says the promoter let him down.

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N.Z. MOTOR CYCLE NEWS

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CLUB NEWS

WAIRARAPA M/C CLUB
Sec: Mrs C. Gregory, P.O. Box 205, Masterton.

RUAPEHU M/C CLUB
Sec: Clive Bentley, 46 Swan St., Taihape. Phone 305.

2nd December: 30 mile Desert Race.

HAWKE'S BAY M/C CLUB
Sec: Mrs S. Tod, P.O. Box 755, Hastings.

WANGANUI M/C CLUB
Sec: Don Cosford. Phone 36-854

WHANGAREI M/C CLUB
P.O. Box 130, Kaikohe.
18 November: Beach Races — N.Z. 500 & Open Titles — Muriwai.

19 November: North Shore Club Scramble.

25 November: 20th Shell 500 Road Trial — Auckland Club.

2 December: 30 mile Desert Race — Ruapehu Club.

3 December: Scramble — Mangere Mountain — Auckland Clubs.

26 November: Road Race — Porirua, Wellington.

MANAWATU-ORION M/C CLUB

Sec: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

21 November, 1972: Club meeting, A.A. Boardrooms, 7.45 p.m.

There will be no events or Club meetings in December.

16 January, 1973: Club Meeting, A.A. Boardrooms, 7.45 p.m.

4 February: Woodville Moto Cross (Inter-club scramble between Hawke's Bay, Napier, Manawatu).

17 February: Standing and Flying 1 mile, Cheltenham.

20 February: Club Meeting, A.A. Boardrooms, 7.45 p.m.

21 February: Night Trial.

25 February: Novice/Expert Trial.

3 March: N.Z. Open, 350 and 500 mile grass titles.

17 March: N.I. 350 and 500 Road Hill Climb titles.

20 March: Club Meeting, A.A. Boardrooms, 7.45 p.m.

25 March: Novice/Expert Trial.

7 April: Hillclimb, Hope-lands, Woodville.

14 & 15 April: Inter-club Trial (Wanganui & Manawatu).

17 April: Club Meeting, A.A. Boardrooms, 7.45 p.m.

6 May: Novice/Expert Trial.

15 May: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 & 27 May: Proposed Inter-club Sports Weekend, Pohangina.

2 & 3 June: B.S.A. Shield.

17 June: Little Bear Run.

19 June: Club Meeting, A.A. Boardrooms, 7.45 p.m.

1 July: Club Scramble Championships.

17 July: Club Meeting, A.A. Boardrooms, 7.45 p.m.

28 July: Annual Dinner & Presentation of Trophies, P.D.C. Wintergardens.

21 August: Club Meeting, A.A. Boardrooms, 7.45 p.m.

26 August: Novice/Expert Trial.

Club Trophies will be allocated to these events later.

OTOROHANGA M/C CLUB
Sec: Mr T. Jones, 63 Awakino Road, Te Kuiti.

SOUTH CANTERBURY M/C CLUB
Sec: Mr M. Hill, P.O. Box 451, Timaru.

WHAKATANE M/C CLUB
Sec: Mr L. Costar, 54 Riverside Dve, Whakatane.

GISBORNE M/C SPORTS CLUB
Sec: Mrs M. Graham, P.O. Box 827, Gisborne.

NAPIER MOTOR RACING CLUB
Sec: L. Burrell, P.O. Box 510, Napier.

NORTH TARANAKI M/C CLUB
P.O. Box 510, N. Plymouth.

TAURANGA M/C CLUB
Sec: Mrs Nancy Ronald, Galway Grove, Tauranga. Phone 85-231.

January 2: All Classes Meeting at Bay Park. Bikes and side cars only. Details and entry forms later.

January 21, Sunday: Zone scramble. Details later. Two events will be held at Bay Park at Easter 1973.

HAMILTON—CYCLE CLUB Inc.

December 3: Waikato 'B' Grade Championship Trial — Venue to be decided.

HUTT VALLEY M/C CLUB
Secretary, Mrs F. Cuttriss, P.O. Box 20189, Lower Hutt.

December 3: Moto Cross, Queen Elizabeth Park, Paekakariki.

December 17: Grass Track Meeting, Duke of Edinburgh Park, Wingate.

February 18: Grand Prix, Gracefield, Lower Hutt.

February 24: 1 mile Grass Speedway, A. & P. Show, Trentham Memorial Park.

April 16: N.Z. Scott Trial, Pauatahanui.

SOUTHLAND M/C CLUB
P.O. Box 386, Invercargill.

19 November: 1 mile Grass — Practice day.

25 November: Beach record attempts — Oreti Beach.

25 November: 1 mile Grass — Otatau Show.

2 December: 1 mile Grass — Wyndham Show.

6 & 7 December: 1 mile Grass — Invercargill Show (to be confirmed).

10 or 17 December: 1 mile Grass — Club Championships.

New Year: Miniature TT — Arrowtown.

28 January: Teretonga International.

OTAGO M/C CLUB
P.O. Box 1160, Dunedin.

Friday Nov. 17: Friday Night Social.

19 November: Club Scramble — Notmans Farm.

Sunday Nov. 19: Christchurch Corsair Club hope to run the N.Z. Open Min. TT championship.

Sunday Dec. 3: South Island Final of the N.Z. Scramble Champ. Series. — Kaiapoi Club.

Saturday Dec. 9: Beach Races — Long Beach, 10.00 a.m. start followed by a picnic.

Saturday Dec. 16: Sporting Trial followed by a Barbecue to be held at Mr J. Bissland's property at Waitati.

WAIRARAPA M/C CLUB
P.O. Box 205, Masterton.

12 November: 1 mile Grass, Solway.

26 November: All Day Road Trial.

8 December: Xmas Social, Betts Room, Empire Hotel.

16 December: Scramble.

10 December: 1 mile Sprint Championship.

21 January: Scramble.

4 February: Tony Ball Memorial Miniature TT.

17 February: 1 mile Grass, Masterton Night Show.

4 March: 1 mile Sprint Championship.

18 March: Harry Mangham Memorial 1 mile Grass Championship.

1 April: Johnny Howell Memorial Scramble Championship.

15 April: Road Hill Climb.

29 April: Observed Trial. 3rd Wakefield Cup Event.

13 May: All Day Road Trial.

27 May: Miniature TT.

10 June: Club Scramble Championship.

24 June: Observed Trial. Final Wakefield Cup.

4 July: Annual General Meeting.

NEW ZEALAND AUTO CYCLE UNION INC. NEWS
P.O. Box 648, Hamilton.

COMING EVENTS

November

Sat., 4th: Beach Meeting (non title), Ixion Motor Cycle Club; Beach Meeting (non title), Whangarei M/C Club; Beach Meeting (non title), Papakura M/C Clubs.

Sun., 5th: N.Z. Scramble Championship (Zone 1 and 2 meeting), New Brighton M/C Club.

Sun., 12th: N.Z. Sporting Trial, Hamilton M/C Club.

Sun., 18th: Beach Meeting (non title), Auckland M/C Club.

Sat., 25th: "Shell" 500 Trial, Auckland M/C Club.

Sun., 26th: "Shell" 500 Trial, Auckland M/C Club; Porirua M/C Grand Prix, Ixion Motor Cycle Club.

December

Sat., 2nd: Beach Meeting (non title), Ixion Motor Cycle Club.

Sun., 3rd: N.Z. Scramble — South Island Semi Final, Kaiapoi M/Sports Club.

Sat., 9th: Road Race (Club members only), Auckland M/C Club.

Tues., 26th: "Round The Houses" Road Race, Wanganui M/C Club.

January 1973

Tues., 2nd: Bay of Plenty Grand Prix, Tauranga M/C Club.

Sat., 6th: N.Z. Junior TT, Auckland M/C Club.

Sun., 21st: N.Z. Scramble Championship (Zone 4), Tauranga M/C Club.

Sun., 28th: N.Z. Scramble Championship (Zone 3), Wellington.

February

Sat., 3rd: Sth Canterbury Grand Prix, Sth Canterbury M/C Club.

Sat., 10th: Beach Meeting (non title), Papakura M/C Club.

Sun., 11th: South Island Gold Star Scramble, Kaiapoi Motor S/Club.

Sat., 17th: Beach Meeting (non title), Auckland M/C Club.

Sun., 18th: N.Z. Lightweight — Sidecar — Production Championship and Wellington M/Cycle Grand Prix, Hutt Valley M/C Club.

Sat., 24th: North Island 1 Mile Grass Speedway, Non-Speedway and Sidecar Championship, Hutt Valley M/C Club.

HAWKE'S BAY M/C CLUB
Sec: Mrs S. Tod, 104 Napier Street, Havelock Nth.

19 November: Grass Track — Brookfields. All riders are catered for — 6 riders in each race with run offs for ALL place getters; 30 to 40 races will be staged — Entry fee 50c. Organiser B. Walch.

26 November: Trial — Mr Arnott's property. The old method of observation will be used. Maximum of 20 points to each section. Organiser A. Brenchley.

29 November: Committee Meeting — Mr A. Brenchley's residence.

3 December: Scramble (N.M.C.C.) — Puketapu. This is a wel. organised Scramble whose prime mover is John Robson. Top riders are to be present.

10 December: Greybeards Trial — Mr Small's property. All past members invited to Trial and Barbecue. Organiser Mr N. Brenchley.

17 December: Min. TT — Tuki Tuki. Organiser Mr D. Beere.

THAT PINGING FEELING

Usually pinging when it occurs is heard when accelerating (or trying to) from low revs in a high gear. The noise is a distinct metallic "ping" and sounds just like a 4 inch nail being repeatedly struck against an iron barrel. Most riders think it is a bearing giving trouble as the noise is so metallic.

What actually happens is this so listen carefully. As the piston comes up and the internal pressure (compression) rises, it is prematurely fired by a fault or a combination of faults. That firing occurs well before the designed ignition timing and it plays havoc with the flame spread in the combustion chamber. If a graph were to be plotted of the actual occurrence then instead of a steady sine curve highering and lowering with internal pressures, at the point of pre-ignition the curve would stop and rise vertically for a period until the curve was re-established. Now as all engine components are designed to vibrate at their natural frequency they do not take too kindly to this pinging which means that all manner of vibrations (and the wrong ones) are inflicted upon them much to their distress. So, boiling it all down to simple language, pinging "shakes things to bits."

This dreaded pinging can be caused by many things but the most common these days is being sold cheap petrol for super. Some filling stations sell a gas that is hardly good enough to wash paint brushes in as in Melbourne due to the famed "petrol price war." So if you're touring along on your beaut running bike which is running below reserve on gas and you fill up at the next filling station only to hear the engine talking to you in the form of ping, ping, ping, a few miles down the road, turn around, go back and kick up a stink till the proprietor gives up the super grade gas paid for in the first place. We know mistakes do happen when filling service station tanks but sound advice is to stay away from those who advertise such prices as

"20 cents off" as they are merely selling a very watered down kerosene that probably wouldn't light even if you put a match to it never mind, work properly in a motorcycle engine.

On the subject of gas and which one suits your engine, unless you own something like an old BMW or Harley or a U.K. twin with a genuine low compression then always use Super. Don't be fooled by the Japanese two stroke claims about a "corrected" compression ratio of 6.8:1, they rig things for their own ends which in this case is sales advertising. They take their compression readings after the exhaust port has closed — or that is their defence anyway. If they were measured the same way as say a Bultaco then both would appear to have the same compression of around 10:1.

Other faults cause pre-ignition and they come in this order of likelihood:—

(1) Incorrect ignition timing. Reset to the correct position.

(2) Too high a compression ratio for the plug used.

Check manufacturers recommendations and fit the right grade or go one harder if you insist on riding flat out everywhere.

(3) Defective spark plug. Very technical this — replace it.

(4) Carbon built up — or if you want to go big name dropping next time you're in the bike shop in front of your mates call it "Accrued Hypertrophic Carbonaceous Sedentary Accumulation." But write it down on the back of your hand before you go using it or you will get it all wrong and your mates will think you're on the turn.

As hot carbon glows and ignites — give the motor a decoke. If you have a four stroke and insist on grinding the valves down till they are wafer thin then they could be glowing by themselves in the combustion heat so do the right thing and replace them.

(5) High operating temperatures.

Don't go removing a carburettor heat insulating spacer gasket or letting the head and barrel clog up with mud. Give the engine every chance to run cool.

Now for all you people who like playing oneupmanship the bits to remember are — onomatopoeic, vibrating at unnatural component frequencies, corrected compression ratio and that bit about accrued hypersomething....

MOTOR MARKET

Wanted To Buy

NEW or good used frame CB100 Honda. Neil Neilson Ltd, 280A Dee St., Invercargill. Phone 3775.

For Sale

EX - TREVOR DISCOMBE T.R.2 Yamaha. The one that won both 1971 350cc and 500cc TTs. Has been completely rebuilt by Trevor. Works TR2B barrels have been fitted. This machine would be the quickest TR2 in the country. Those interested contact Trevor Discombe, Cambridge. Phone 8303 home, 6440 business.

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New Yammie Mini

Replacing the very popular mini-enduro MX bike built by Yamaha is this new 80cc model called the ST-MX80. Due shortly the model is a more exacting copy of the large MX range. The 73cc reed valve engine has a 7 port barrel and so aptly termed a torque induction motor. The engine is finished in matt black. This 15 inch wheeler is expected to sell for \$340.

100 Mile

West Australia had the honours of holding Australia's first 100 mile scramble event when they conducted just that at Manjimup on October 1st. Winners of the gruelling event which took 3 hours and 40 minutes to run, was Glen Britza and Alan Mitchell riding Husqvarnas.